



'08-'09 Pontiac G8 w/6.0 liter
STAINLESS STEEL EXHAUST SYSTEM
PART # 715-73810, 715-73820 and 715-73830
LIT 1016²

Installation Instructions

Dynatech highly recommends hiring a professional installer, one that is familiar with the installation of off-road exhaust products. Headers are designed to increase the performance of your vehicle, and as such are designed differently than your stock exhaust system. Extra care must be taken to ensure that hoses, cables, electrical lines, fuel lines, hydraulic lines, or any other objects are not in contact with, or located too close to your installed system. (Nothing should be allowed to touch or be located too close to the header/exhaust system.)

Dynatech competition exhaust products are not covered under any warranty either expressed or implied.

Dynatech is not responsible for any exhaust product that has been improperly installed, crashed, welded to, or modified in any way. Dynatech does not cover damage to any related components. Neither the seller nor Dynatech will be responsible or liable for any loss, damage, or injury resulting from the direct or indirect use of this product or inability by the purchaser to determine proper use or application of this product. Dynatech competition exhaust products are built for off-highway use only and are not intended for use on street legal, pollution controlled vehicles.

The Dynatech Team takes pride in providing the utmost in quality and performance. Should you have a concern about the product you receive, please contact Dynatech Customer Service.

Congratulations on your purchase of the Dynatech / SuperMaXX exhaust system for the 2008/09 Pontiac G8. We believe, and think you will agree that this system is second to none in quality, performance, and ease of installation. Please read and understand each of the steps involved with the removal of your old system and the installation of your new header system prior to getting started. While slight variations in either the header or the vehicle may cause minor differences in the exact order of steps or the exact positions of components listed in this document, the following narrative and pictorial information should guide you during the removal and installation process to a completely satisfactory install of your new header system.

Note: These products are intended for racing and off-road applications. Not legal for sale or use in the State of California, nor in states which have adopted California emission standards.

SUPERMAXX

What's in your new header system kit?

Your exhaust system should contain all of the following parts. Please inventory each part prior to proceeding with the installation.



Parts Inventory List:

- 1 ea. Left Side (driver side) Header
- 1 ea. Right Side (passenger side) Header
- 2 ea. **PowerCATs** - Hi-Flow Catalytic Converters
- 1 ea. Donut Gasket Skin Card
 - 2 ea. 3" Graphite Donut Gaskets
 - 8 ea. 5/16" x 18 x 1 3/4" Hex Head Bolts
 - 8 ea. 5/16" x 18 Top Lock Hex Nuts
- 1 ea. Header Gasket / Header Bolts Skin Card
 - 2 ea. OEM Style Stainless Steel Header Gaskets
 - 12 ea. 8mm Header Bolts
 - 2 ea. Dynatech Decals
- 2 ea Front Left And Right Interim Tubes
- 1 ea. X-pipe Assembly
- 2 ea. Rear X-Pipe Interim Tubes Left And Right
- 2 ea. Muffler Inlet Tubes Left And Right
- 4 ea. 10 mm Serrated Flange Hex Nuts
- 4 ea. 10 mm Bolts
- 8 ea. 2 1/2" Stainless Steel Band Clamps
- 2 ea. Front O2 Extension Cables
- 2 ea. Rear O2 Extension Cables
- 2 ea. Rear Flange Gaskets (used between muffler inlet tubes and mufflers)
- 4 ea. Cable Ties

Safety Notes:

For your safety, please allow the engine to cool for a minimum of 90 minutes before starting the removal/ installation steps.

The use of safety goggles is strongly recommended, as debris may be dislodged from beneath your vehicle while removing or installing parts.

While not required, the use of cotton gloves is recommended to protect not only your hands from sharp objects under the hood and chassis of your vehicle but also keeps the oils and grease off the header's stainless steel surface possibly preventing permanent stains on the header themselves.

Required and Optional Tools:

Miscellaneous hand tools are required for proper installation of these headers. We have listed a few of the required and optional tools to help with your installation.

- 7/8" open end wrench or O2 Sensor Socket.
- Assorted metric sockets and wrenches (8mm – 16mm)
- Ratchet and extensions
- Torque wrench
- Rubber Mallet or Dead Blow Hammer
- Floor jack and safety stands or a hydraulic lift
- Safety glasses or goggles
- Small bottle of Anti-seize
- Penetrating Fluid (optional)
- Cotton Gloves (optional)

Before You Get Started:

- Take inventory of all the parts in your new system. Make sure each piece is accounted for prior to taking your vehicle out of service.
- Look at the tool and supply list to make sure you have all the needed tools and supplies before you don't have an operating vehicle to run to the store in.

Stock System Removal:

Please read the following instructions carefully. Following the instructions carefully will make the removal and installation easier, more organized, and will hopefully result in a professional quality install.

Place the vehicle up on jack stands or a hydraulic lift to provide access to the bottom of the vehicle. You should plan to get the bottom of the vehicle at least 2 feet off the ground to allow for the insertion of the headers from below.

- For safety and to protect your vehicle's electrical system, remove the ground cable from the negative battery terminal. The battery compartment located in the trunk on the G8 and is shown in the pictures below.



Under the Hood:

- Remove the engine cover.
- Loosen the bolt holding the oil dip stick tube bracket to the right (passenger) side head and remove dipstick.



- Remove the spark plug wires from both the coil packs and the spark plugs. (do not pull on the wires, pull on the boots)
- Remove the spark plugs from both engine banks. Be careful not to crack the insulators during removal.
- Remove manifold bolts from both sides.
- Unplug left front O2 sensor wire at this time.





Under the Vehicle:

Note: Proper operation of the O2 sensors is crucial for peak Performance and good air-fuel ratio. Please handle with care and Keep hands free from contaminating the sensor surface. All sensors Should be considered as delicate instruments and should be handled accordingly.

- Cut the wire tie if applicable on right front O2 sensor and unplug.



- Unplug rear O2 sensors.
- Remove all four (4) of the O2 sensors from the stock exhaust system. Be careful not to ruin the threads during removal. Threads have been known to gall during removal. If this occurs, your only choice is to replace it or them with new ones. As each sensor is removed, mark it accordingly so that it may be replaced in the same location during reassembly.
- After removing the four (4) O2 sensors, Loosen and remove the two (2) nuts that hold the rear ball/flare joint together and remove manifolds. Use penetrating fluid to help with the removal of the nuts if necessary.





- Remove the support brace bolted under the drive shaft tunnel.



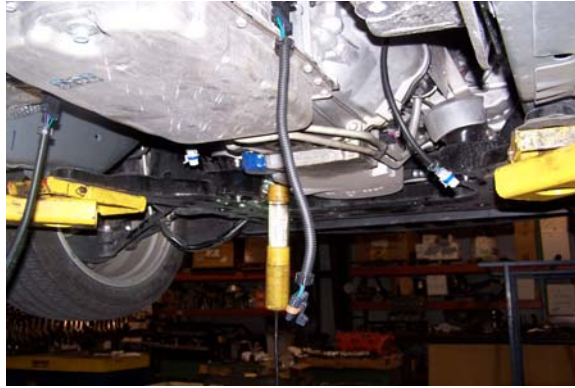
- Unbolt factory exhaust at the rear of the car at the mufflers and remove exhaust from front and rear rubber hangers and remove from vehicle



This completes the stock system removal process. Survey the area for stray rags, tools, nuts and bolts, etc. prior to proceeding to **“Installing Your New SuperMaXX Header System”**.

Installing Your New SuperMaXX Header System:

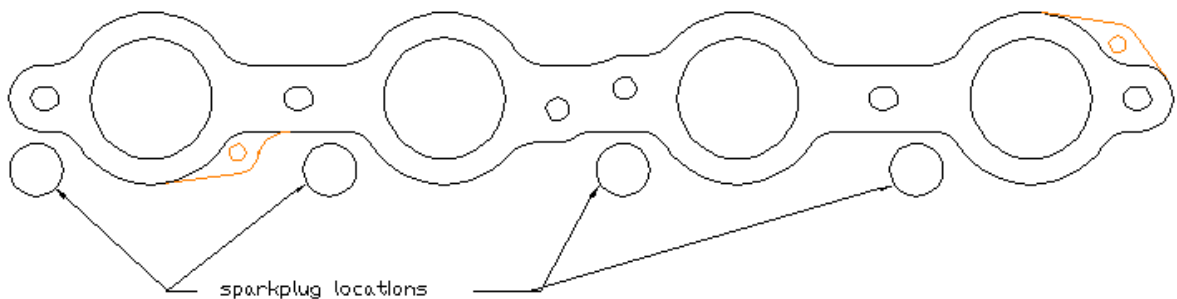
- Connect the supplied O2 extension cables for the front and rear O2 sensors to the main wiring harness.



- Begin the installation of your new system by orienting the OEM style gasket as show below. This prevents gasket-to-spark plug boot interference. Place a small amount of anti-seize on each of the six (6) header bolts provided.

DYNATECH / SUPERMAXX LS-1 GASKET INSTRUCTION

This diagram shows the rivet location for the LS1 Chevrolet gasket. The view is looking from the outside toward the actual head. The rivet locations are such to avoid clearance problems with the sparkplugs.



- Unbolt the steering shaft and move out of the way to allow room to install the left header.
- Install the left (driver) side header from the underside of the vehicle. Start each bolt by hand to help prevent cross threading. After all bolts in the left side header have been started, tighten each bolt and torque to approximately 20 ft/lbs.



- Reinstall steering shaft and tighten it back up.
- Move to the right (passenger) side. Orient the OEM style gasket as show above. This prevents gasket-to-spark plug boot interference. Place a small amount of anti-seize on each of the six (6) header bolts provided.
- Install the right (passenger) side header from the underside of the vehicle. Start each bolt by hand to help prevent cross threading. After all bolts in the right side header have been started, tighten each bolt and torque to approximately 20 ft/lbs.
- Begin the installation of the rear portion of the system by slipping the 3.0" donut gaskets over the ends of both collectors.
- Retrieve four (4) hex head bolts and top-lock hex nuts from the skin card pack. Put a small amount of anti-seize on each of the bolts. Slip a PowerCAT up to the mating surface of the collector and converter of both headers and start the nut and bolts through the clamping rings. Equally tighten these nuts and bolts so that the converters are self supporting but not fully tightened.



- With the converters semi-aligned and self supporting, slide a 2 ½" stainless steel band clamp over the end of each converter.
- Reinstall center brace.
- Install each x-pipe interim tube into x-pipe with a 2 ½ " band clamp and install x-pipe assembly into the PowerCats and rubber hangers and tighten band clamps to where x-pipe is self supported but not fully tightened.
- Slip a band clamp over the opposite end of the x-pipe and install rear x-pipe interim tubes. Tighten the clamps so that the rear interim tubes are self supported but not fully tightened.



- Install muffler inlet tubes into rear interim tubes and tighten band clamps so they are self supported but not fully tightened. Also install rear gaskets between muffler inlet tubes and mufflers. Bolt muffler inlet tubes onto mufflers and install rear rubber hangers onto muffler inlet tubes.



- Begin the aligning and tightening process by snugging up all of the clamps and bolts from the collectors back. Each joint or clamp must be free enough to allow for movement during the rest of the process.
- With clearance assured, Tighten all the band clamps securely, mufflers and then equally tighten the four (4) hex bolts and nuts on each converter.

The band clamps should be tightened down against the hard stop to provide the required stretch of the band around the tube connections.

- Before proceeding to the O2 sensor installation, recheck all the clearance issues and the bolt and clamp tightness.

Note: Proper operation of the O2 sensors is crucial for peak performance and good air-fuel ratio. Please handle with care and keep hands free from contaminating the sensor surface. All sensors should be considered as delicate instruments and should be handled accordingly.

- Observing the marks previously made on the sensors, reinstall each sensor in the appropriate position. A small amount of anti-seize on the threads only will help prevent galling of the threads during removal or installation.
- After installing and tightening each of the system's O2 sensors (4), reconnect each of the connections at the main wiring harness.
- Before moving back to the top of the engine, wire tie and inspect each of the O2 sensor wires to make sure they are up out of the way from possible heat damage or moving parts.
- Recheck all the clamps and joints for tightness and that the clearances have been maintained.
- Install the spark plugs on both the left and right banks of the engine.
- Make sure the oil dip stick tube is clean, apply a small amount of engine oil to the dip stick o-ring. Slip the tube down between the header tubes and into the hole in the block. Reinstall the bolt attaching the dip stick tube bracket to head and tighten, then reinstall the dip stick in the tube. It may be required to slightly bend the dipstick tube bracket to line back up to original mounting position due to the size difference between the header and the stock manifold.
- Install the spark plug wires to both the spark plugs and the coil packs on both engine banks.
- Install the engine cover.
- Survey the entire engine bay for oil leaks loose wires/hoses, stray rags or tools, etc.
- Return to the rear of the vehicle to reconnect the negative battery cable and replace the cover.

Finishing up the installation:

Final Checks:

- Start the engine. Observe the “Check Engine Light”. It **should not** come on.

Note: In some instances you may experience a check engine light. We have found some models to record a slow heat response or temperature error which in turn sets off the check engine light. This has no adverse effect on the performance or operation of the engine but can be annoying. Most tuner shops have software such as LS-1 edit that can by-pass this code for a nominal fee. We can refer you to a tuner if needed.

- Listen for any exhaust leak “ticking” sounds. Check around each clamp and gasketed joint for leaks. If any are found, check to see that the gasket is properly installed and the joint or clamp is tightened properly.

All bolts and connections should be retightened as necessary after the system has gone through several thermal cycles and as needed thereafter.

Congratulations! That wasn't so bad, and now you have the highest quality, best performing exhaust system available installed on your vehicle. And you did it yourself!



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We make every effort to build our products to the highest standards of workmanship and materials possible. This also applies to our documentation. We have tried to make the removal of the stock system and the installation of the new system as clear and concise as possible. If, however, you find points in our instruction manual that you feel need to be clarified or changed, please e-mail us your constructive comments. We will use them to correct and enhance our documentation to the benefit of all customers.

